The mark et was steady at the First Board for all of the less ling Stocks, and prices were generally manifeste id, and between the sessions there was a decided by cakdown in New-York Central, which, from i, the closing prices of the Board, went down The dealings were not large at the First, except in this stock and Rock Island, which to be the two barometers of the speculative et freely, and fell off to 602, but was tolerably at the quotation. The "corner" in both of these ks seems to have lost its intensity for moment—some of the buyers at low prices tablished to realize good profits at the exense of the short interest, and others have sold ash stock, and taken back sellers' options. Hudson River advanced to 324 and was tolerably firm, without activity. Harlem Preferred wens up to 391, and was in good demand. There was a moderate improvement also in Michigan Central, Michigan Southern of both classes, and Galena, but the dealings in these stocks were overshadowed by the movements in New-York Central and Rock Island. At the Second Board there was a quick change in the aspect of the whole | Transfers ordered to Depositary at Norfolk market, and the decline which ensued in the two leading stocks above named was followed by a majority of the railway stocks on the list. One of the catures of the afternoon was the fall in Michigan Central, which has been very firm for several days— the stock touching 49% on a small lot, and closing rather heavy at 49%. The street rumor is that the receipts of April show a large decrease, and this is the probable cause of the sudden turn in the stock. Panama was one of the firmest stocks of the day, and sold at 1222, b60, at the close. There was not a large business done in bonds, but prices were generally steady. United States 5s of '74 sold at 1044, and the registered stock of the same year brought 1054, a difference made in consequence of the safety of a record to the purchaser. Just after the adjournment in the afternoon, New-York Central was sold as low as 724, and Rhode Island at 594, but Stock of Elo Coffee on April 26, 1859. again, and the market closed a little firmer. The latest prices were: United States 5s 104\(\pi\) 204\(\pi\), Virginia 6s 97\(\pi\) \\ \pi\) 72\(\pi\), Tennessee 6s 93\(\pi\) 93\(\pi\), Indiana State 6s 89\(\pi\) 90, Missouri 6s 87\(\pi\) \\ \pi\) 87\(\pi\), Cumberland Coal 18\(\pi\) 20, New-York Central 73\(\pi\) \\ \pi\) 73\(\pi\). Erie Railrond 8\(\pi\) \\ \pi\ 84. Hudson River Railroad 32 w 324, Harlem Railroad 111 #12, do. Preferred 381 #39, Reading Railroad 504 2501, Michigan Central 491 2491, Michigan and Northern Indiana Railroad 10? w104, Michigan Southern Guaranteed 324 #324, Panama Railroad 1224 # 122], Illinois Central 64 @ 65, Galena and Chicago 64, 265, Cleveland and Toledo 251 251, Chicago and Rock Island 60 @ 604, Illinois Central Bd. 88, Pacific Mail 78@781. Market weak.

There is no change of importance in the Foreign Exchange. The market has been quiet for this steamer, but steady; Sterling, 109 a 1104; Francs, 5.121 @5.10.

Freights to Liverpool: Cotton at 5-32 3-16d: 100 tes. Beef, per steamer, at 3s.; 100 bbls. Pork, per steamer, at 2s.; 2,000 bbls. Rosin at 1s. 6d.; 5,000 Staves at 12s. 6d. To London: 900 Oars at 3s. 8d. ₹ foot; 60 tes. Rice at 17s. 6d.; and 1,000 bbls. Turpentine on private terms. To Bremen: 30 tuns Measurement Goods, per steamer, at 40s. A brig from Bonita to Rio on private terms. A bark of 456 tune from Savannah to Rio with lumber at \$20. A schooner of 140 tuns to Jacmel and back for \$1,200. A brig of 250 tuns from Curacoa with salt at 10c.

The business of the Sub-Treasury was: Receipts, \$245,005 54-for Customs, \$129,000; Payments, \$236, 006 95; Balance, \$6,450,223 98.

The New-York and New-Haven Railroad Company's receipts for April, 1859, were :

Total. \$77,060.52
Gain over hat year \$6.50 For April, 1855. \$62,225.53
For April, 1856. \$72,811.92 For April, 1858. \$68,565.19 The business of the Brooklyn City Road continues to show a large gain. This is an eight-per-cent stock, with a considerable surplus, which is being used in the extension of the track. The figures for April

The net receipts of the Pittsburgh, Fort Wayne and Ciesgo Railroad for the nine days ending April

20th, \$1., were \$13,589 14.

The following is a comparative statement of the Exports (exclusive of specie) from New-York to for-

wign port for the week and since Jan. 1: Total for the week. \$1,683,850 \$1,613,679 Paraionals apported .....22,239,832 19,911,337 The fallowing are the Currency Land Warrants

of apecie guotations for the week, corrected for us fro m the rates current at the banking office of Messrs.

The mileon an ocuers:	
BATES CUI	REENT TO-DAY.
New Stork State Bts. —@ New England Benks. —@ New Prepy Banks. —@ Philade Open sand Balk —@ Penn. t country Banks. +@ Maryiam t Country Banks. +@ Maryiam t Country Banks. +@ Masoutt Besoutt Georgia	Virginia # ## Hilinois and Wisconsin -## 2 Michigan -##   Tenurasse -##   Tenurasse   ##
Cicordia	W100100
LAND	WAREANTS,
160 Acres 820	10, 50 Acres 65 92
120 Acres 702	\$2 40 Acms 100@ 110
PEAFTS	AND CHECKS.
Buy-Di	s.   Buy-Dia
On Philadelphia	+ Chicago
On Philadelpain.	
	Detroit
	inperior.

Specie Table, Thompson Brothers, No. 2 Wall

street, New-York.

By ying.

108 English Silver.

12 Specie 4.

10 Odd Am. Haif Dollars.

10 Odd Am. Quarter Dollars.

10 Odd-Am. Quarter Dollars.

11 Specie (th and 1.16ts). Bovereigns 64 266 54 25 Spanish De stoins 54 8 Spanish De stoins 54 8 Patriot Impulsors 15 70 Ten That 7 Pieces 7 56 Gold Ar. Old 50 prem Ten Uo der Pieces 2 26 Bans of Singland Notes 4 85

The earh receipts in the Land Dept.rtment of the 12 nois Central Railroad Corpany during April were 50,160. The bonds carreled amounted to \$39,500, making a total extinction of \$1,180,500. We hear of a fair amount of transactions in Treasury notes, 41 & cents, at par to 1.5th premium. In this state of the market, the Secretary has no occasion to make the new issue authorized by the late Congress. There is also a fair investment demand for Government 5s at 1041 for Coupon, and 105±1051 for registered. The three steamers this week will probably take three quarters of a million of dollars. It is now stated that the Pennsylvania Central Company have made no appearance. with great care, for the formation of railroad, turnpurkers of a million of dollars. It is now stated that
the Pennsylvania Central Company have made no approaches to the N.Y. Central of an arrangement of
the tariff of passenger and freight rates, but are willing
to follow closely the New York Central in any silvance
of rates it may make. The husiness of the Clearing
House was \$28,204,600. The decision in the case of
the Delaware and Hudson Canal Company against
the Pennsylvania Coal Company, amounced yesterday, was, we understand, merely as to the construction of an agreement, in relation to which
suit was brought in the first instance by the Pennsylvania Coal Company. It was then decided
against them, and this decision is now reversed. The
suit property of the State, on all which no candid man
\$460,060, is still in progress. It is stated that, in view
of the convenience of the numerous holders of the
drafts which have been issued by the Canal Commissioners on the Auditor, the Bank of Commerce in NewTork has consented to make advances to approved
Tork has consented to the category to the contract of the contract of the contract of the category to the contract of the contract of the contract of the

ı	erdered by the Secretary of the Treasury:	duries,	tra
	Trensury of the United States, Washington, Assistant Treasurer, Beston. Assistant Treasurer, New York Assistant Treasurer, New Orleans, Assistant Treasurer, San Francisco Depositary at Baltimore, Assay Office, New York Mint of the United States, Philadelphia, Branch Mint, New Orleans	273,382 297,431 432,513 547,154 489,267	65 68 98 84 53 00 16
1	Branch Mint, San Francisco	500,000	60
	Transfers ordered to Treasury of the United States Washington	£200,000	00
١	Transfers ordered to Assistant Trensurer at St. Louis.	400,000	

the following report:	Bars
Stock of Plo Coffee on April 26, 1859 Received since to date	9.486
Total Sales for consumption estimated at Stock of Rio Collec on May 2, 1859 Stock of Maracaillo Coffee on May 2, 1859 Stock of Lagunyra Coffee on May 2, 1859 Stock of Jamaica Coffee on May 2, 1859 Stock of Java Coffee on May 2, 1859, mais 42,922 Stock of Java Coffee on May 2, 1859, Gov bags 3,150	

The weekly statement of the Philadelphia Banks presents the following aggregates, as compared with

hat of the previo	ous week :		
	April 25.	May 2	
Capital	€11,593,760	\$11,597,515 27,717,339	Dec. 70,579
Loans		6,680,813	Dec. 8,778
Due from banks.		2,016,015	Inc. 11,161
Due other banks.		4,217,834	Dec. 221,623
Deposits	. 17,804,212	17,781,229	Dec. 22,983
Circulation	. 3,179,236	3,061,102	Dec. 98,134

The business of the Ph	iladelphi	a Custom-1	louse for
the month of April, was	as follows	:	
In Warehouse April 1		1558. \$1,456,700	1859. \$473,532
Warehoused fin foreign p'ts. Warehoused fin other dist's. Withdrawn for Consumption.	228,910 76,355 263 468	25,089 15,619 256,839	278,819 11,773 168,423
Withdrawn for Transporta'u. Withdrawn for expertation	1,002	17,864 3,265	16,756
In Warehouse April 30 Entered for Consumption Free Maze. Entered	1,051,585 656,783 206,097	1,218,443 847,268 215,104	573,895 939,660 350,524
April	1837. # 237.869 1,024,810	1858. \$117,882 497,976	1859: \$201,331 617,001
Works 4.9 335 991	1 202 679	615.558	824 835

We learn from The Greenfield Courier that the forces employed on both faces of the Hoosac tunnel, are to be immediately doubled, and hands are now paid \$1 20 for eight hours' labor, each face being manned by three gangs, working night and day. The rock on the east face is growing more and more pliable, and a progress of forty feet per week is counted on be-

fore a great time shall elapse.

At a meeting of the Boston Board of Trade, held on Wednesday last, resolutions were adopted requesting the Boston and Worcester and Western Fall Roads to meet the recent reduction in the rates of transportation of merchandise to the West, made by the roads in other States, by such reduction of rates on their part, as shall place the trade of Boston on an equality with New-York, Philadelphia and Baltimore. This has been responded to by the Boston and Worcester road, by a reduction of more than one-half in its Western freight tariff, and similar action, it was expected would be taken by the connecting roads.

We have received The Lake Superior Miner of the 16th inst., and glean therefrom some information in regard to the mining operations of the past Winter. The amount of copper brought forward to Ontonagon by the various mines in the district since the close of navigation is, to wit:

Minnesota Mine687 bbls	365,425	
Minnesota Mine	385,480-	140,935
Reckland Mine	73,015	
Rockland Mine 75 masses	57.419-1	24,434
Ridge Misc 1 mass	2.247	
Kidge Mine 41 bbls	49.425-	50,672
National Mine 51 bbis		
National Mine 61 masses	90,003-1	32,611
Adventure Mine 120 bbls		
Adventure Mine 8 masses	4.706-	98,007
Ogima Mine 50 bbis		San Printer
Ogima Mine 25 masses		54,526
Mass Mine 22 bbls	17,061	
Mass Mine 12 masses	6,628-	24,689
Artec Mine 1 bld	672	
Artec Mine 2 masses	1.617-	2,019
Evergreen-Bluff Mine 3 bbla	2.33-	2,293
Toltec Mine 1 mast	1,330-	1,550
Nebrusks Mine 4 bbls	2.632	
Nebraska Mine 1 mass	631-	3,623
	****	

From the above figures it appears that the amount brought forward the past Winter is within a fraction of 616 tuns. This is a much better showing than we supposed could be made, and is an increase on last

inter's operations of over 80 tens. The Newrich Mine has lately struck a mass of copper weighing eight or ten tuns.

The Rockland Mine is now engaged on a fine drift, which promises well.

The undersigned have given the subject all the consideration they could find time to, in the hurry of buriness, near the close of the session, and come to an unfavorable opinion is regard to the bill, and beg leave to report against its passage for the following

among other reasons.

The right to alter, amend or repeal a charter, has never been held to confor an arbitrary Finer, to re-peal or change, against the consent of the corpora-tion to be affected, so long as it has acted within the scope of its legitimate authority. The contrary doc-

trine would be that of a despotism, and totally at variance with the principles of free government.

By the Constitution of 1846, it was provided that general laws should be passed for the formation of corporations, under which statutes have been framed with great care, for the formation of railroad, turn-pike, canal, gas, and various other companies, perfectly breaking down everything like their former

There was no alternative left. The roads of this State must either reduce their tariffs of freight, or lose the bosiness. Had the roads of this State been tied up against a change by law, wont would have been their situation in competition with powerful rivais! It was shown to the undersigned that the Fennsylvaniand Baltimore roads take a large amount of goods from Boston to the west over other lines. They are carried in vessels from Boston to Philadelphia and Baltimore, at prices as low as they can be carried to New-York. In this way a very large business that formerly came through our State and over our canals and railroads, is diverted from us. No man or set of men, unless they have watched the competition now going on for the supremay in the carrying trade, with care, can judge of its extent and the energy with which it is prosecuted.

In the annual report of the peculient and directors of the Pennsylvania railroad, for the year 10.0, we find that their road is to be operated for the benefit of Philadelphia, as the rival of New-York, and the president in the teport referred to says:

"The City of Philadelphia has expended millions in the completion of internal improvements, to draw to her the trade of the West, and her great work, undertaken for that object, is now fusited and connected with all its principal avenues, yet is without the proper means of transferring from cars to vessels the vasity increasing tomage anticipated from these connections.

"In the opinion of your Board of Directors a new impetion of the Petnasylvania Railroad to the Delaware River, tending more tof revive our connecte than any other measure stalinable at so small an outlay. The cost of transportation to the Delaware River, with the exemption from city tols, city teaming or carterior than the cost of transportation to the Delaware River, with the exemption from city tols, city teaming or carterior than the season of the principal avenues and the owner of the refer has an only the season would be a spagnent that ship towards or for

terests.
"A merchant receiving flour at both New York and Philadella, from the same Western consigner, and selling it at precisely a same rate in each city, returns to the consigner a larger per stage on his Philadelphia than on his New York sales, arting lely from the cost of transportation in favor of Philadelphia. r same rate in each city, retain on his New-York suiter, stage on his Philadelphia than on his New-York suiter, salely from the cost of transportation in favor of Philadelphia inequently cheap transportation to the river front secures to era large trade, which otherwise she cannot obtain, and no oubt vessels will be brought here for the trade thus created. The competition with rival films of roads and rival cities on he seaboard for the Western trade has but just 'ommenced, and twould be succided for our Legislature to interfere at his time, and the substitution on the roads of this State as would be succided to the roads of this State as would be succided to the roads of this State as would We have a greater number of mea-much larger amount of capital invested than any so-inch larger amount of capital invested than any so-the Union.

To show the extent of the combination in other States, on the form of rival idnes, to drive the trade out of New York, and the of the country into other channels and out of the country into other channels and

To show the extent of the combination in other States, on the part of rival time, to drive the trade out of New-York, and the transportation business of the country into other channels and into rival States, the understand present extracts from the proceedings of the Railroad Convention, held in the City of Columbus, March 23, 1529, after the New-York roads had agreed, in reply to a request of the New-York City to common Western cities, as it was from Philadelphis to the same points. They are taken from a pampilled philadelphis to the same points. They are taken from a pampilled philadelphis to the same points.

Convention:

"The following dispatch was read by Mr. Cass, and, on motion, ordered to be placed on the minutes, and referred to a future meeting to be held at St. Louis:

"Conventor, March 24, 1858. "To Col. Tuos. A. Scott:

"We bear that the New York lines have made the lake and rail rate to Cinci nati, fourteen (4) each below the all-rail price; to Louisville, twenty (2) conts below, and to St. Louis in proper-

If we follow in the difference by river, it will be 'death' to the Western reads. We shall be compelled to ship by river at the lake difference. It is in the power of the Western men now at Columbos to cheek the New-York roads in this matter, or if they feel disposed, we simil wait until after the adjournment of the Columbos meeting, before making a water true to river phints, at more than the old differences below rail rates, and we trust Western men will so far postect themselves as to prevent the New-York road from breaking down. West bound rates, all the roads south of Lake Eric being represented at Columbos. They can make East bound rates that will be mintained, if they are determined to do so, and we beepe, for their own protection, they will short time course.

Resolutions carrying out the above engageditors of the General Freight Agent of the Pennsylvania Railroad.

Resolutions carrying out the above engageditors of the General Freight Agent of the Pennsylvania Railroad against the New-York roads and at St. Louis, April 7, 1859.

By this proceeding the roads represented in the Convention agreed to cut off the New-York roads in the through husiness, unless they the New-York roads in the through husiness, unless they the New-York roads on the through husiness, unless they the New-York roads on the through husiness, unless they the New-York roads on the through husiness, unless they the New-York roads on the through husiness, unless they the New-York roads on the combined authoresseen roads, is to make the New-York roads pay local rates over timer several lines, and is intended to force western business to Philadelphia and Railroace, and drive it from New-York roads, under these circumsuspees, must take freights If we follow in the difference by river, it will be 'death' to

at reduced rates, or suffer it to go to Philadelphia and Baltimore.

Will the Legislature of New York sustain her own trade, or will she take such action of boulding to her own lines of common election as to are this foreign combination against the true interests of the people, and of the State, are identified why nor commercial presentity, and the carrying trade be-

[Advertise THOMPSON BROTHERS, No. 2 Wall-st., offer for sale at all times, United States and State Stocks for in-vestment or Banking purposes, in amounts to sait.

Orders for the purchase or sale of Stocks on commission

Markets-Carefully Reposted for The N. Y. TRIBUNE. Markets—Carffelly Reposited for the N.Y. Trisova,
ASHES—The market is without charge, and the demand fair;
sales of 60 bbls, at 45 75 for Pots and Pearls.
COTTON—The market continues rather dat; sales of 1,200
bales in transitio, and 1,000 on the spot. We continue to quote
morninally at 12c, for Mindling (1plands, and 12p. for do. Gald.
The sales since 26th alt, have been 4,000 bales, including 2,000 in
transitu. The export has been 7,291 bales.
COFFEE—Further sales have been made of 300 bags Rio at 11
in 12[c, 75 Lagueyra at 12@12[c, 100 Cape at 16]c., and 1,500
bags Marketa be on terms not made public.
BRUGS AND DYES are in moderate request; sales of 5 casks
Green Tartar at 25c; 2 do., elightly statined at 25c., 25 time Sal

Cream Tartar at 246; 240, slightly stained at 28c; 50 time Sal Soda to a rive at 41 95; 20 bbis Tapicen at He; 100 time Soda Ash to arrive, and 50 cases Liquorice Paste also to arrive, an pri-

NAME TOTALS.

DYEWOODS are in limited request, but prices are sustained, sales of 100 tous Jamaica Logwood at €15 50 cash, deliv-

tained, sales of 100 four Jamaca Log-cos as 710 cos of cerd free on board.

FRUITS—Further sales have been made of 15,000 Cocoanuts at 415 1,000 branches Bannase at \$100\$\$ 10; 10,000 Mantanzas Pineapples at \$100\$\$ 11\$\$ 100.

FISH—Dry Cod an in moderate demand at slightly enhanced rates, sales of 4,000 quintais St. George's Bank at \$45\$\$ 41\$\$ 12\$; Mackerel are firm, sales of 400 bbls. No. 1 Mass at \$16\$\$ 29; Hechanas Colleges are found of the college and the college of the college o

we notice a speculative demand, to part for Western account sales of \$4,000 bms, at \$80, for Western mixed, \$80.00 fm., at \$80, for Western mixed, \$80.00 fm., and \$80, for Revne White. Rye is held higher, and small sales Northern, \$70.880, White Beans are in steady demand at \$10.81 124\$Pbus. Camadian Pers quiet at \$10.81 to.

CUNNY-BAGS—We notice a sale of \$50 bales, 410 fb average, at 1980, 6 mes.

CUNNY-BAGS—We notice a sale of 200 bales, 410 fb average, at 1000. 5 mes.

CUNNY-CLOTH—We learn of sales to the extent of 2,500 bales at Boston at 170 121c, for standard weight, closing firmly at 181c.—some distributions. 100 bales at manage weight sold here at 181c., o mes.

HIDTS—Continue dull and heavy; sales 100 Western at 11c., and 250 Bry do., from second hands, at 22c., o mes.

HIDTS—New are without cleaner; small alles are making at 190 lbs. Old are held firmly, 100 bales sold at a trifle less than 35c.

HAY—The demand for shipping is fair; sales of 1,500 bales at 10c. 5c. of 100 B.

IRON—Scotch Pig is more active without any improvement in prices; sales of 300 tables at arrive and ex slip aff at at 22 km24 5c, 6 mes. Distribution of the sale has a stribution of the sale has been made of 5 mes. Other kinds with slowly as wained at 5 charer sees.

INDIA RUBBER—The instruct is quite but very firm for all descriptions at the recent improvement. The stack in first is small.

LIME—A sale has been made of a cargo of Rockland, about 1,000 bble, at 56c for Common, and 50c for Lump.

LEATHER—There is very little during prices are steady.

MOLASSES—Is steady; rales of 20 lands. Only Musorwado at 70c. in 180 km 180 km

264c. 75 bbls. do. et 25c., and 20 bbds. Porto Rico at 35c., and 230 bbs. New Oriesta at 35c.,
NAVAL STORES.—Spirits Turpentine is in fair demand with anless of 300 bbls. in Meruhantable and shipping order at 225 dt.
Sole, cash for parcels from wherit and yard; 230 do., stipping, to arrive, at 50c., and 100 do., nere-hartable, also to arrive, at 50c. ash. Arthe close 225c. has been offered for 500 bbls, shipping, to arrive, and refused; these continues for future delivery, seller's option, are evidently not out to break down prices. Crude is rather quiet and comewhen heavy, a sale of 150 bbls., North County, was made at equal to 65 90, and 1,600 bbls. beside are reported at the same price, but is contradicted, and we be.

expoxes.

Expoxes.

Fig. 12,000

Expoxes.

Expoxes.

Fig. 12,000

Expoxes.

Their though commany of this is with the New York waste were been been the prevent spars. The influence and Other and for 10%, is a large or search ye about the histories and Other and for 10%, is a large or search ye about the histories and the control of 10%, is a large or search ye about the histories and the control of 10% of

cash and 60 days, adding interest. Straits are in better supply; some 4.000 slabs having arrived tooday, which are held at \$10., 6 mos. Plates are in light stock and from at \$9.75 \$\pi\$ \$9.07\$; for \$100\$. White slies of 500 baxes at the inside rate,

TEAS—Moderate sales are making and prices continue firm. An auction sale is amounced for to-morrow.

TOBACCO—The market is quiet; sales of 24 hids, Kentucky at \$15.71.; 36 cases Seed Leaf at 62.15c., and \$3 bales Havans, on private terms. We take from Mr. Rader's circular the following:

MONTHLY STATEMENT OF STOCKS IN THE NEW-YORK TOBACCO
INSPECTION WAREHOUSE.

Ky Va. & N. C. Ohio. Md. Total
hids. hids. hids. hids. hids.
hids. hids. hids. hids. hids.
Stock on band April 1, 1839. 7, 951 261 2, 212
Received since 1,029 130 1,159

Total. 5,360 391 9,371
Delivered since 1,205 92 1,297
Stock on hand May 1, 1859. 7, 775 299 8,074
This has been an unusually dull month, and hardly any tangible came can be given for it, unless it is that most of the old stocks are pertry well culled over, or held two high, and no inclination existing to operate much in the new crop.
In the sales of Havana are included some 700 to 800 bules, exported, partly for buyers, partly for shippers' account, the rest for consumption at 27.631c, for fullers, of which the sales mostly consisted. The new crop Havana, as far as shown, has been very mixed—some perceis proving very good, and selling readily at corresponding high prices, while others show defects created by draught, and can be realized only at a sacrifice of the high cost price. Cula has sold better than heretafare, good lots of St. Jaco and C. Cula has sold better than heretafare, good lots of St. Jaco and C. Cula has sold better than heretafare, good lots of St. Jaco and C. Cula has sold better than heretafare, good lots of St. Jaco and C. Cula has sold better than heretafare, good lots of St. Jaco and C. Cula has sold better than heretafare, good lots of St. Jaco and C. Cula has sold better than heretafare, good lots of St. Jaco and C. Cula has sold better than heretafare, good lots of St. Jaco and C. Cula has sold better than heretafare.

Cuba has sold better than heretofore; good lots of St. Jage and guant ranging from 18 of De.; one very good lot brought 20c

Cola has sold better than heretofore; good tots of S. Jago and Jiguani ranjing from 184/194; one very good lot brought 20c. Ordinary remains unnetteed unless at low prices; 205 bales ordinary were taken for export at equal to 18cc, duty point. For Yara we have hardy an inquiry, and stocks on hand can only be placed at concessions on previous low quotation. Demestic Leaf is similarly affected as Foreign. The trade in Kenneky has been very light, and although the reports from New-Orleans speak of large sales, it has had no effect here; prices for old Jugs are firm at 64 206 c., and fine cutting and shipping 112/114c; but price so f medium sorts are nominal. Transactions in Seed Leaf are very light, except some transactions in common and fillers at 52/2c.

TALLOW—The market is dull, and the supply fair; sales of 15,900 fb at 1642 18cc, the latter rate for "Hackness."

WHISAI—The market is lower for the "Steple" sales of blbs, at 25% 25c, the latter rate for "Hackmess." WHALERONE—Is firm and moderately active; sales of 25,000 fb. Oob tak on the stock for export at 25% cash. Telegraphic actives have been received from Peter Head, April 13th, amounting the less of two steamers and three barks belonging to the English whating fleet, by ice in Greenland.

Passengers Arrived
In steamship Glasgous, from Glasgous—Wim, McKean, Robert
Cohart, Wim, Davison, R. H. Oulton, Thomas Manning, Miss
Jane Murdoch, Peter Laugwell and Lidy, McPherson Leedville,
Wim, Rennie and Lidy, John Bodden, Miss Beatrice Reid, Rev.
James Noble, James McDonsid, lady and child; Mrs. Jane Reid,
Miss Margaret Murdoch, Mrs. Sheriff, Matthew Craickshanks,
Robert Longwell, Miss Minnia Sheriff, Miss Kate Murdoch, Jas.
Langwell, Miss Mary Bodden, George Everest, Miss Jessie Langwell.

Well.

In steamship Bararia, from Hamburg—Bertha Wilte, Edward
Fligge, J. F. Cyrilli, F. W. Flish, Mr. Roberts, lady and child.
In ship Shefield, from Honolulu—A. D. Cartwright and daughter, Mrs. Green and child.
In bark D. Jez, from Helitze, Honduras—W. E. Stevens, Mts.
Matilda Tate.

Sun-Rises... 4:55 | Sets...... 6:50 | Moon-Sets... 9:54a Sun-Rises... 4:55 | Seta...... 6:50 | Moon-Sets... 9:54a Sandy Hook... 7:51 | Gov. Island 8:41m | Hell Gate...... 10:22

MARINE JOURNAL.

PORT OF NEW-YORK ..... MAY 0.

Cleared.

Cleared.

Steamships—Chesapeake, Crowell, Portland, H. B. Cromwell & Co., Columbia, Herry, Charleston, Spofford, Tileston & Co., Barks—John Henson, Gardner, Havens, Surges & Co.; Lemplighter, Wilson, Demerars, J. M. Smith & Co.; Meldon, Chandier, Matanizas, Walsh, Carver & Chase, Marian, Smith, City Point, G. Savery & Co.; Rosmoke, Chark, Havann, H. S. Vinal; Magodelen, Day, Aspinwell, Panans Ralloud Co.

Brigs—Sarah, Lord, Zara, C. & E. J. Peters; Sophia, Henderson, Liverpool, Thomas James, Ortkey, Murphy, Paraboro, Thos. James.

Schongers—Trojan, Cook, Jacksonville, C. H. Piersen; T. W. Thorne, Davis, Fall River, master; C. S. Vandevort, Wicks, New-Shayma, Van Brunt & Saght; D. C. Berry, Voorbees, New-Shryma, Van Brunt & Saight; D. C. Berry, Voorbees, New-Shryma, Van Brunt & Saight; Maria, Myers, Maranham, E. S. Corning, M. Collins, Collins, Jacksonville, J. C. Saight; E. Davidon, Long, Plymouth, E. Crowell & Co.; H. M. Jenkins, Dedge, East Boston, L. Kenny; S. E. Johnson, Day, Newbern, J. S. Davis, B. S. Hawkins, Griffio, Charleston, McCremity, Mour. & Co., Sosan, Bearse, Boston, S. W. Lewis & Co.; George (Br.), McLellan, Londonderry, C. A. Dewalf; E. Herbert, Johnson, Banger, W. L. Brown; Areade, Carle, Aux Cayes, Miller & Houghton; A. S. Hastings (Hr.), Lowern, S. John, P. I. Nevins & Schmert—Kennebee, Hand, Philadelphia, F. Porkins.

Steamship Glasmw (B.), Thompson, Glasgow April 29, indeed and 533 peas, to Robert Crog. She has had light, variable winds throughout the presence. May I, int. 46 So, Jam. 62, exchanged eigensle with ship Albert Gallatin, bound E.

Steamship Bavaria (Ham.), Transless Hamburg via Southampton April 19, indee, and 267 peas, to E. Kunbardt.

Steamship Marion, Foster, Charleston, indee, and past, to Spofford, Tilescon & Co.

Francisco Scott, France, Cusramon, muses and plat. 10 Spot-ford, Thieston & Co.

Ship Sheffield (whaler of Cold Spring, L. L. April 30, int. 37 22, days, all to J. H. Jones of Cold Spring, L. L. April 30, int. 37 22, hen 71 32, saw bank Tivola ettering S. May 1, 30 miles S. S. E. of Sandy Hock, saw whaling bank South America, of and for New-Beditord, from Sandwich Islands. In lat. 25 55, ion. 69 10, expe-tienced three severe shocks of an enriquable, the first of which was tile most severe, countring at § a. m. Capt. Green, who, on several occasions, has met with similar phenomena at eas, says that these, in time of continuance, and also in loudness of secon-porying noise, and the peculiar trembling motion communicated to the ship, for exceeded all others be ever feet. The name on

pass, to Kunhardt & Co.; crossed the Banks in int. 40.30; saw no loc.

Ship Thirty-one States (of Camden, Mc.), Smart, Liverpool 41 days, make, to master. Has had heavy weather the entire passage; lest foretopnest; fore and main topgallant masts, and split suits, &c.

Bark Industrie (Bremen), Hilcken, Rotterdam 50 days, make, to Udolpho Wolfe. April 2, lat. 46 21, lon. 39 25, saw an Aos. 1st sh. wire a white signal with the letter A. in the center.

Bark Cabstin (of Boston), Howes, Messina 58 days, fruit to Draper & Devlin. April 25, lat. 42, lon. 62, signaled ship Washington (Br.), steerins W.

Burk Br.), steerins W.

Burk Br.), steerins W.

Burk March 30, lat. 49 34, lon. 15, 07, spoke bark Rival (Br.), frum Ardressen for Boston.

Bark P. Pendleton (of Sarsport), Stimson, Sagua April 21, sugar to R. P. Buck & Co.

Bark D. Jex, Gulde, Belize, Hond., April 15, mahogany, &c., to Josiah Jex.

Schr. Mary Ann, Bowen, Philadelphia, coal, bound to Providence.
Schr. Frederick Hall, Vessey, Portland, Conn., 2 days, stone.
Schr. H. W. Benedict, Allen, New-Haven 2 days.
Schr. J. S. Hopkins, Gorbain, Selem 3 days.
Schr. Treant, Low, Gloocester 5 days, fish to master.
Schr. Julia, Ross, Jonesboro 5 days, spars to J. L. Show & Co.
Schr. Parshall, Crowell, Gloocester, fish.
Schr. Flying Fish, Low, Glonester, fish.
Schr. Cinderella Stephens, Tievro, Cape Cod.
Schr. Belle, Cubberly, Virginia, oysters.
Schr. Timis Depaw, Edmonde, Virginia, oysters.
Schr. Mary Elizabeth, Jones, New-Haven 2 days.
Schr. E. H. Nash, Brown, Elliasbethpart, coal, bound to Boston.
Schr. Sernh Louise, Crute, Philadelphia, coal, bound to Salem.
Steamer Kennebev, Hand, Philadelphia, coal, bound to Salem.
Steamer Coccols, Smith, New-London, mdse, to E. H. Rockwell.
Steamer Ospray, Kenney, Providence, mdse, to Isaac Odell.
Salifed — April 2 stramship Empire City, Havana and New-Colons.

weather cirat.

SAVANNAH, May 3.—The steamship Augusta, from New-York, arr. here at 5 o'clock this morning. All well.

NEW-ORLEANS, May 3.—Arr. ship Fanny McHenry, New-

and went to pieces. By pilot boat George W. Steers No. 6—May 1, Cape May bearing W. 35 miles distant, bark Oregon (whaler), bound to Green

Cutlery, Gardware, &c.

ECONOMY and COMFORT.—The ORIENTAL SURPASSIC BED-SPRINGS, Robinson's Patent, not to be surpassed. Can be applied to Bedsteads, Cribe, Cradles or Berths. Prices #4 50 to #6. ULMER & Co., No. 205 Ca

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For sale by JOHN'W. QUINCY & Co., No. 93 William &

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SURE TO EXTERMINATE
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A Persons about opening new stores, or refitting old ones, will find it advantageous to call on F. A. HOWELL, No. 37 Canalst, between Broadway and Centrest, where they can select such us they require, on advantageous terms. An assortment of Mahogasty and Walnut SHOWCASES on hand.

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This wonderfully stimulating and appetizing Sauce, which is now in such universal demand, and has made itself so great a favorite with the levers of good things, may now be purchased of all the desires in Groceries, &c., throughout the United States. Also, Sover's Relish, Soyer's Aromatic Mustard, and Soyer's Sauce Succalente. Wholesale appetis:

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